

**BNSF**



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FEDERAL RAILROAD  
ADMINISTRATION  
Director Signal Engineering

**Burlington Northern Santa Fe**

4515 Kansas Avenue  
Kansas City, KS 66106

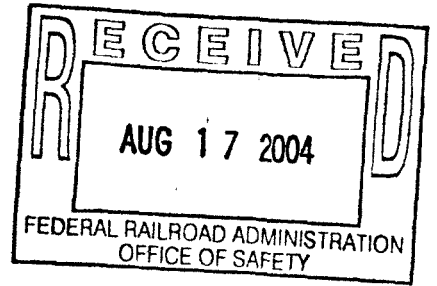
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913-551-4130  
913-551-4647

OFFICE OF CHIEF COUNSEL

August 9, 2004

FRA-2004-18962



Mr. Grady C. Cothen Jr.  
Acting Associate Administrator for Safety  
Federal Railroad Administration  
400 Seventh Street S.W.  
Washington D.C. 20590

Dear Mr. Cothen:

SUBMISSION No. 1180

The Burlington Northern and Santa Fe Railway submit this application for the proposed removal of power switch and replace with electric lock at Albia, IA., on the Nebraska Division, Ottumwa Subdivision, LS 1, M.P. 303.7.

The following information is furnished in compliance with the Federal Railroad Administration's instructions governing applications.

1. CORPORATE NAME(S) OF APPLICANT(S):  
Burlington Northern and Santa Fe Railway
2. THE MANNER IN WHICH APPLICANT(S) IS/ARE INVOLVED:  
Through owning and operating over the tracks involved.
3. LOCATION OF PROJECT:  
Nebraska Division, Ottumwa Subdivision, LS 1, M.P. 303.7.
4. TRACK OR TRACKS INVOLVED:  
Main Track
5. DESCRIPTION OF PROPOSED CHANGES:  
Remove power switch lead to the Appanoose County Railroad and install an Electric Lock. Relocate the westward absolute signal west of this switch and railroad bridge. The Electric Lock and the unlock circuit for the lock will be outside the remaining OS circuit.
6. REASON FOR PROPOSED CHANGES:  
Train crews always take power operated switch on hand when switching with the Appanoose. By removing the power switch and installing an electric lock in its place, will create a more efficient operation.

7. APPROXIMATE DATES OF BEGINNING AND COMPLETION OF PROJECT:  
Will begin as soon as material and manpower is available.
8. CHANGES IN OPERATING PRACTICES:  
Operation will be governed by General Code of Operating Rules effective April 2, 2000.
9. SAFETY OF OPERATION:  
Safety of operation will be maintained.
10. WILL PROPOSED CHANGES CONFORM TO FEDERAL RAILROAD ADMINISTRATION'S RULES, STANDARDS AND INSTRUCTIONS:  
Proposed changes will conform.
11. NUMBER OF TRAINS PER DAY:  
27 trains per day average main line and 2 switching moves per week thru switch.
12. NUMBER OF HAZARDOUS CAR MOVEMENTS PER YEAR:  
16,740 Loads – 6321 Residue = 23,061 Cars July 2003 to July 2004
13. PLANS ATTACHED:  
Three copies of Track and Location Profile, marked red=in and yellow=out.

Sincerely,



cc: G. Fox, Vice President Engineering  
J. Drake, S&TC Specialist, FRA  
D. G. Boll, Asst. Vice Pres. Signal  
Mike Dake, General Chairman BRS

Length of Siding (Feet)	Station Nos.	Mile Post	Ottumwa Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	20126	162.4	GALESBURG	BM/TX			0.1
		162.5	A PLANT EAST	M		1	0.1
		162.6	A PLANT WEST	M			0.1
		163.4	ACADEMY	M			0.8
		165.5	CLAY	M			2.9
West Waterman is located east of Graham on Graham Cut-Off Track							
		165.2	WEST WATERMAN	MX(2)			
	20130	168.4	GRAHAM	MJ		97	1.5
		169.9	CP 1699	XJ			0.6
<div> <div>CP 1850</div> <div>CP 1844</div> <div>Chillicothe Sub.</div> <div> <div>↙</div> <div>↘</div> </div> <div>Cameron Jct.</div> <div> <div>↙</div> <div>↘</div> </div> <div>CP 1705</div> <div>CP 1699</div> <div>Ottumwa Sub.</div> </div> <div>CP 1705 to CP 1844 designated as Auxillary Main 2</div> <div>CP 1699 to CP 1850 designated as Auxillary Main 1</div>							
			CAMERON JCT.	J	2MT CTC		
		170.5	CP 1705	XJ			7.8
	20141	178.3	MONMOUTH	X	DT ABS TWC		6.7
	20146	185.0	KIRKWOOD	X			5.8
	20152	190.8	BIGGSVILLE	X	2MT ABS TWC		5.3
	20158	196.1	GLADSTONE	X			6.3
		202.4	CONNETT	X(2)			2.2
		204.6	BURLINGTON BRIDGE	M			0.5
		205.1	SOUTH STREET	BJX	2MT CTC		0.7
		205.8	AXLE TRACK (Main 2)				0.1
		205.9	MAIN STREET				0.7
		206.6	LUCAS STREET	X			3.5
	20171	210.1	W. BURLINGTON	X			2.4
	20174	212.5	DAYMAN	TX			6.0
	20180	218.5	DANVILLE	X			6.1
	20186	224.6	NEW LONDON	X			7.6
	20195	232.2	MT. PLEASANT	X(2)		1	11.6
	20205	243.8	LOCKRIDGE	X			6.3
	20212	250.1	BECKWITH	X	2MT ABS TWC		5.3
	20217	255.4	FAIRFIELD	X(2)			10.7
	20228	266.1	BATAVIA	X			7.3
	20235	273.4	AGENCY CITY				6.2
	20241	279.6	OTTUMWA	X(2)			0.8
		280.4	IC&E RR	JMX			8.7
	20251	289.1	ISU SWITCH	X	DT ABS TWC		4.5
		293.6	CARGILL SPUR				7.8
	20263	300.8	MAXON	X(2)	2MT CTC		2.9
	20265	303.7	ALBIA	J			6.0
	20269	309.7	HALPIN	X(2)			8.9
	20280	318.6	MELROSE	X			8.2
	20288	326.8	RUSSELL	X			7.5
	20296	334.3	CHARITON	TX	2MT ABS TWC		7.7
		342.0	SHANNON	X(2)			8.6
	20312	350.6	WOODBURN	X			9.3
	20321	353.9	OSCEOLA	X			10.5
	20332	370.4	MURRAY				5.6
	20337	376.0	THAYER	X			7.6
	20345	383.6	AFTON	X			9.3
	20355	392.9	CRESTON	BYX			230.5

Radio Channel No. 39 in service Galesburg to Halpin,  
Radio Channel No. 66 in service Halpin to Creston.

Radio Call-In		
Kirkwood-70(X)	W. Burlington-72(X)	Mt. Pleasant-71(X)
Fairfield-73(X)	Ottumwa-74(X)	Albia/Tracy-51(X)
Halpin West-76(X)	Chariton-78(X)	Osceola-79(X)
Creston East-70(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Galesburg to CP 1705 is part of and under the jurisdiction of the Chicago Division.

Train Dispatcher Telephone Numbers

Galesburg to Halpin—(817) 234-6029, Fax (817) 234-6068  
Halpin to Creston—(817) 234-6028, Fax (817) 234-6067

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 162.4 to MP 392.9	79 MPH.	60 MPH.
Loaded unit coal trains		50 MPH.
Empty coal trains		55 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

1(B). Speed—Permanent Restrictions

MP 162.4 to MP 163.6 Main 1 and Main 2	30 MPH.	30 MPH.
MP 162.4 to MP 162.6 Main 1 Eastward	20 MPH.	10 MPH.
MP 162.4 to MP 162.5 Main 2 Westward	30 MPH.	30 MPH.
MP 163.6 to MP 164.0	75 MPH.	50 MPH.
West Waterman and Graham—Main 1 and		
Main 2	35 MPH.	35 MPH.
Graham cut-off track MP 165.2 to MP 164.3	10 MPH.	10 MPH.
MP 169.0, Main 2	70 MPH.	
MP 169.0, Main 1	50 MPH.	50 MPH.
CP 1699 on the Ottumwa Subdivision		
to CP 1850 on the Chillicothe Subdivision—		
Auxiliary Main 1	40 MPH.	40 MPH.
CP 1705 on the Ottumwa Subdivision		
to CP 1844 on the Chillicothe Subdivision—		
Auxiliary Main 2	40 MPH.	40 MPH.
MP 176.3 to MP 176.55	70 MPH.	
MP 177.4 to MP 178.5		50 MPH.
MP 178.5 to MP 179.5	40 MPH.	30 MPH.
MP 179.5 to MP 180.5, Main 2	60 MPH.	60 MPH.
MP 195.9 to MP 196.4	55 MPH.	45 MPH.
MP 203.0 to MP 204.1	60 MPH.	50 MPH.
MP 204.1 to MP 204.8	40 MPH.	20 MPH.
MP 204.8 to MP 205.9	12 MPH.	12 MPH.
MP 205.9 to MP 206.8	20 MPH.	20 MPH.
MP 206.8 to MP 209.0	50 MPH.	40 MPH.
MP 209.0 to MP 211.0		50 MPH.
MP 232.8 to MP 233.8	60 MPH.	50 MPH.
MP 255.0 to MP 256.0 (HER)	60 MPH.	50 MPH.
MP 276.5 to MP 277.6	70 MPH.	50 MPH.
MP 277.6 to MP 279.0	40 MPH.	30 MPH.
MP 279.0 to MP 280.7	25 MPH.	25 MPH.
MP 280.7 to MP 281.3	45 MPH.	35 MPH.
MP 301.9 to MP 303.6 Main 1	70 MPH.	50 MPH.
MP 301.9 to MP 305.3 Main 2	50 MPH.	45 MPH.
MP 305.3 to MP 308.1 Main 2	60 MPH.	55 MPH.
Eastward loaded coal trains MP 305.3		
to MP 315.0 Main 2		55 MPH.
MP 303.6 and MP 304.4 Main 1	40 MPH.	40 MPH.
MP 304.4 to MP 306.9 Main 1	70 MPH.	40 MPH.
MP 315.0 to MP 316.4	65 MPH.	50 MPH.
MP 316.4 to MP 316.9	55 MPH.	50 MPH.
MP 316.9 to MP 321.5	65 MPH.	50 MPH.
MP 321.5 to MP 323.3	55 MPH.	50 MPH.
MP 324.2 to MP 324.6	70 MPH.	
MP 333.0 to MP 333.9	70 MPH.	
MP 333.9 to MP 334.5	40 MPH.	30 MPH.
MP 338.6 to MP 340.0, Main 1	50 MPH.	40 MPH.

MP 343.6 to MP 343.8 .....	70 MPH.	
MP 351.5 to MP 352.8, Main 2 .....	55 MPH.	45 MPH.
MP 352.8 to MP 354.8, Main 2 .....	79 MPH.	45 MPH.
MP 353.3 to MP 353.5, Main 1 .....	70 MPH.	

1(C). Speed—Switches and Turnouts

Through turnouts Graham .....	35 MPH.	35 MPH.
Through turnout Clay Switch MP 165.48 .....	35 MPH.	35 MPH.
Through turnout and crossover CP 1699 .....	40 MPH.	40 MPH.
Through turnouts Cameron Jct. ....	40 MPH.	40 MPH.
Through turnout and crossover CP 1705 .....	40 MPH.	40 MPH.
Crossovers at following locations:		
MP 202.5 .....	35 MPH.	35 MPH.
MP 300.8, crossovers .....	35 MPH.	35 MPH.
MP 309.9, crossovers .....	35 MPH.	35 MPH.
MP 333.2 .....	35 MPH.	35 MPH.
MP 342.0 .....	35 MPH.	35 MPH.
MP 357.9 .....	35 MPH.	35 MPH.

1(D). Speed—Other

Galesburg Terminal		
All tracks other than main tracks .....	20 MPH.	
City Yard .....	10 MPH.	
Diesel Pit and Leads .....	5 MPH.	
Rail Yard .....	10 MPH.	
Rip Track .....	10 MPH.	
Santa Fe Transfer .....	10 MPH.	
Stock Yard .....	10 MPH.	
Storage Yard .....	10 MPH.	
Tie Plant .....	10 MPH.	
TOFC Yard .....	10 MPH.	
United Facility .....	10 MPH.	
Coach yard, Kansas City and Peoria wye tracks .....	10 MPH.	
Chillicothe—Forward or reverse movement		
through ISU Dump .....	3 MPH.	
Ottumwa		
Ottumwa - Rosekrans .....	5 MPH.	
Winger .....	5 MPH.	
Gas House .....	5 MPH.	
COE .....	5 MPH.	
Excell .....	5 MPH.	
Roberts-Dybdahl .....	5 MPH.	
Albia—All yard tracks .....	5 MPH.	
Chariton—All yard tracks .....	5 MPH.	
Osceola—Old main track north yard .....	5 MPH.	
Cars heavier than 134 tons except coal & grain in C6 hoppers		
on the following bridges:		
204.66 .....	10 MPH.	
379.51 .....	25 MPH.	

Temperature Restrictions

When the outside air temperature meets the "critical ranges" listed below, all trains must comply with speed restrictions assigned to ambient temperature ranges and classification of train. If in doubt as to the temperature, contact the train dispatcher. Notify the train dispatcher when your train is restricted.

Critical Areas:

MP 186.0 to MP 196.5	MP 204.0 to MP 210.0
MP 235.0 to MP 239.0	MP 273.0 to MP 281.0
MP 294.0 to MP 310.0	MP 335.0 to MP 342.0
MP 350.0 to MP 356.0	

Temperature Range	Freight Trains Up to 100 TOB	Freight Trains 100 TOB & Over	Passenger Trains
100 to 110 degrees	Maximum 45 MPH.	Maximum 40 MPH.	Maximum 70 MPH.
110 degrees and over	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.	Restricted speed from 1100 to 2000, unless track inspected after 1400, then 30 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Galesburg to Creston ..... 143 tons, Restriction C

Burlington—No loaded unit coal trains allowed in Burlington Yard

Chariton—Not more than one four-axle locomotive on industry track.

Six-axle locomotives and six-axle derricks not permitted on industry tracks at the following locations: Monmouth, Kirkwood, Gladstone, New London, Mt. Pleasant, Fairfield, Batavia, Ottumwa, and North Yard Osceola.

3. Type of Operation

Yard Limits—in effect:

Creston—MP 390.8 to MP 393.8

TWC—in effect:

CP 1705 to CTC Connett MP 202.4

CTC Lucas Street MP 206.7 to CTC Maxon MP 300.8

CTC Halpin MP 309.9 to Creston MP 391.0

CTC—in effect:

CP 1699 on the Ottumwa Subdivision to CP 1850 on the Chillicothe Subdivision is designated as Auxiliary Main 1.

CP 1705 on the Ottumwa Subdivision to CP 1844 on the Chillicothe Subdivision is designated as Auxiliary Main 2.

MP 168.4 to MP 170.5 ..... Graham to CP 1705

MP 202.4 to MP 206.7 ..... Connett to Lucas Street

MP 300.8 to MP 309.9 ..... Maxon to Halpin

ABS—in effect:

MP 170.5 to MP 202.4 ..... CP 1705 to Connett

MP 206.7 to MP 280.4 ..... Lucas Street to IC&E

RRX

MP 309.9 to MP 391.0 ..... Halpin to Creston

The following locations are signaled in both directions:

MP 187.1 and MP 202.4, Kirkwood to Connett

MP 206.7 and MP 280.4, Lucas Street to IC&E RRX

MP 309.9 and MP 391.0, Halpin to Creston

Double Track

MP 170.5 to MP 187.1 ..... CP 1705 to Kirkwood

MP 280.4 to MP 300.8 ..... IC&E RRX to Maxon

4. General Code of Operating Rules Items

Rule 5.19—When flagging is required, distance will be 2.0 miles.

Rule 8.12—Crossover Switches Amendment:

Rule 8.12 of the General Code of Operating rules titled "Crossover Switches" does not apply to high/low crossovers from Running Track #2 through Receiving/Departure Track #4 in Galesburg Terminal.

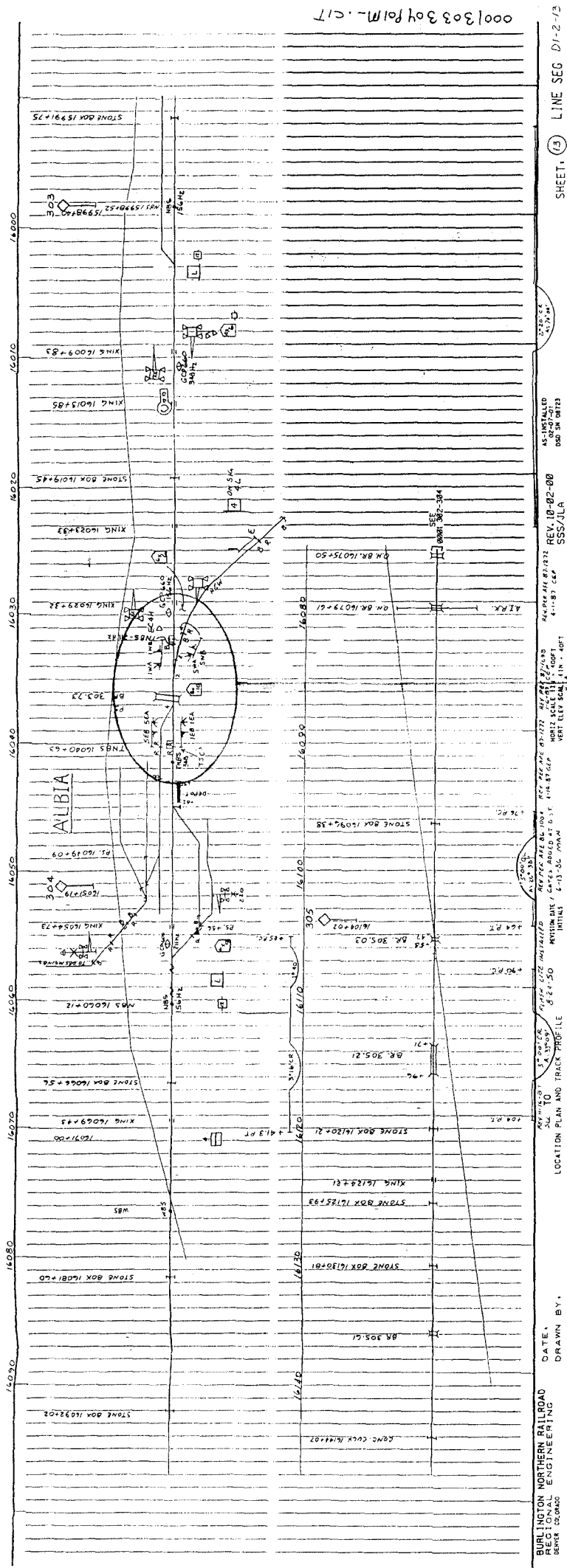
Rule 14.10—Report clear of track warrant limits by one of the following:

1. After entire train has cleared track warrant limits, report clear of the limits to train dispatcher using radio.

2. If unable to contact the train dispatcher via radio and train arrives the terminal, call the train dispatcher by telephone at 8-234-6028.

3. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT \_\_\_\_\_ BY \_\_\_\_\_" section at the bottom of the track warrant and fax it to the train dispatcher at 8-234-6067.

4. If unable to contact the train dispatcher via radio and train arrives the terminal, complete the "LIMITS REPORTED CLEAR AT \_\_\_\_\_ BY \_\_\_\_\_" section at the bottom of the track warrant and deliver completed track warrant to Creston



SHEET. ⑬ LINE SEG D1-2-13

V. 10-02-00  
S/JLA  
AS-INSTALLED  
02-07-01  
DSD SN 08723

REV PCL ARE 06 1004 NEW PER A/C 07-1272 REV 08 27-1649  
GATES ADDED AT D.Y. 1-2-03 CCM  
6-13-86 MAN HORIZ SCALE 1:100000 VERT ELEV SCALE 1:100000

REV 11/16/81 3" O.D. CR. PLASM. LIFE INSTALLED  
 SW TO A. 33° 09' 8-24-50 REVISION 4  
 INITIAL

LOCATION PLAN AND TRACK PROFILE

BURLINGTON NORTHERN RAILROAD  
REGIONAL ENGINEERING  
DENVER CO. ORADO

Red = In  
Yellow = Out

